

STREET SMART

March 5, 2003

Governments
SANBAG
Working Together

Meeting Summary of the SANBAG Board of Directors

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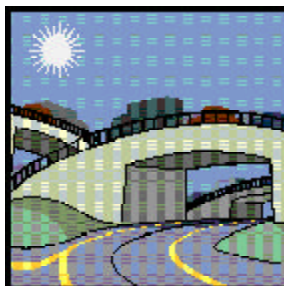
■ Construction to start on 14th Street bridge in Yucaipa

Work is expected to begin March 12 on the realignment of 14th Street to extend over Wilson Creek and connect with the Oak Glen Road/Calimesa Boulevard intersection in Yucaipa.

In December, SANBAG awarded a \$927,705 contract for the project to Riverside Construction. SANBAG suspended the contract in January after Gov. Davis announced his proposal to cut the state's Traffic Congestion Relief Program. This program includes the funding for the new bridge.

Because cuts to the TCRP have not yet been authorized by the legislature, SANBAG and the City of Yucaipa have opted to move forward on the project. Yucaipa City Council members voted February 24 to guarantee the funds for the project, should the TCRP eventually be cut. The SANBAG Board of Directors approved the cooperative agreement with Yucaipa on March 5.

The project includes several components. The street will be realigned to cross Wilson Creek to link with Oak Glen Road/Calimesa Boulevard. This intersection will be restriped and will require changes to the traffic signal. The existing leg of 14th Street that now runs parallel to Wilson Creek will be renamed Dunlap and will connect with Dunlap Boulevard. Work should take about seven months.



The new bridge will help relieve congestion at the intersection of 14th Street and Dunlap, which empties onto Oak Glen Road, next to the freeway on-ramp. The bridge will improve traffic flow and accommodate a larger volume of cars.

The first phase of work will involve the bridge construction over the creek, with little or no traffic delays expected. Some delays may be possible later in the project when lane restriping and signal work occurs.

■ Caltrans delays bid opening for Route 210 work in Rialto

Caltrans District Director Anne Mayer reported that the opening of bids for construction work on the next segment of Route 210 in Rialto will be delayed until the end of April or early May, because the California Transportation Commission did not vote to allocate funding for the project last week. The agency had expected to open bids on March 13.

Both Caltrans and SANBAG are hoping that the CTC will allocate funds at the next meeting in April. This will allow work to proceed on schedule. Should the CTC not allocate funding in April, work on the project likely will be delayed.

■ SANBAG seeking firms for final design of I-215 segment

SANBAG will begin circulating a request for qualifications from firms to prepare plans, specifications and estimates for the northernmost section of the Interstate 215 widening project in San Bernardino.

This section, known as Segment 5, stretches from 16th Street to the existing Route 30 and is the final length of a six-mile project to widen Interstate 215 through downtown San Bernardino.

Caltrans formerly was serving as the lead agency for this segment, but due to staffing issues has asked SANBAG to manage this effort. This is appropriate, explained Director of Freeway Construction Gary Moon, because of the coordination that will be required to link Interstate 215 and the future State Route 210. There are clear advantages to having both of these design projects under SANBAG supervision, Moon said.

Full funding for the Interstate 215 widening is uncertain, due to the state's budget crunch. SANBAG is awaiting both federal and state funding before construction can start.

Down the Road ...

- Mar. 12: Measure I Workshop, Crestline, 9 a.m. to 2 p.m.
- Mar. 13: Major Projects Committee, 9 a.m.; Retirement Reception for Gary Moon, Arrowhead Country Club, 4:30-6:30 p.m.
- Mar. 19: Commuter Rail Committee, 9 a.m.; Administrative Committee, 11 a.m.; Plans & Programs Committee, 12:30 p.m.
- Mar. 21: Mountain-Desert Committee, 9 a.m.

Metrolink reminds drivers, pedestrians of train track safety

All-too-common safety violations near tracks can yield tickets with fines up to \$321



The recent increase in the number of collisions at railroad crossings is placing new emphasis on the importance of safe driving around these crossings. Last month the

California Public Utilities Commission issued a safety alert requesting that law enforcement agencies increase the monitoring of railroad crossings and issue citations to those who violate the laws.

This month's issue of **"Measuring Success"** examines these safety issues and provides readers with railroad crossing safety tips provided by Metrolink. The Metrolink trains are funded in part by Measure I, San Bernardino County's half-cent sales tax for transportation. More safety information is available through the Operation Lifesaver website, www.oli.org.

Increased Citations



Metrolink has an active safety education program but is concerned about the the number of recent cases in which drivers have failed to obey warning signals that a train is approaching, with tragic results. Rail violations will result in serious fines.

The fine for rail-related vehicle code violations -- which include failing to stop for a railroad crossing signal, stopping within a railroad crossing, and driving around a closed railroad crossing gate -- is \$321. Some offenses, like obstructing a railroad or even placing objects on the tracks, can also result in felony charges.

Facts and Figures

The Federal Railroad Administration reports that there were 3,237 collisions at rail grade crossings in 2001, the most recent year for which figures are available. California ranked third (behind Texas and Illinois) with 180 collisions during that year. California held the first place rank for the greatest number of fatalities at rail crossings -- 54 in 2001. California also had the highest number of pedestrian trespassing fatalities in the United States with 76 during 2001. More safety statistics may be obtained by visiting <http://safetydata.fra.dot.gov/OfficeofSafety>.

Train Safety Tips

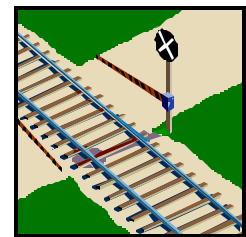
Metrolink reports the following train safety tips for pedestrians, riders and drivers.

General facts about trains:

- Trains sound a warning horn at pedestrian crossings.
- Trains are twice as wide as the tracks.
- Trains travel up to 90 mph (132 feet per second).
- A train weighs 450 tons. It takes over one-third of a mile for a train traveling 70 mph to stop.
- Trains are either pushed or pulled by locomotives. If you don't see an engine, the train could still be coming toward you.

On the passenger platform:

- ALWAYS wait behind the line while standing on the platform. Train stops are brief, so board immediately.
- NEVER run on or toward the station platform.



At crossings and tracks:

- NEVER walk or play along the tracks. It is illegal and could result in serious injury or death.
- NEVER cross the tracks when the gates are down or when the signal indicates that a train is coming. Flashing lights and ringing bells mean to STOP and wait for the train to pass.
- ALWAYS cross the tracks at designated locations only.
- ALWAYS look both ways and use extreme caution.

To schedule a rail safety presentation or safety course at a school, organization or community event, please contact Metrolink at 800-371-LINK (5465).